



The Porthole

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The newsletter of
the South Australian Branch of the Company of Master
Mariners of Australia,
PO Box 1, PORT ADELAIDE, SA 5015
Branch Patron: His Excellency the Honorable Hieu Van Le AC



Branch Master's Comments

Good Day to All

Another month has passed, and though the lockdown regulations under which we have been living have been lightened up, we all cast an uneasy eye over the border, and maintain our social distancing in the hope that a second wave of this viral plague somehow avoids this state. Someone brought up the analogy that saying "The curve has flattened, it's time to ease restrictions" is like saying "The parachute has slowed our rate of descent, so we can take it off now". Let's all hope that a viable vaccine is developed in time to stave off bankruptcy.

Meanwhile, the Federal Court still seems to be in hibernation as far as we are concerned, though I did hear that the Governor's staff was reviewing our application for Patronage, and we must be patient pending the outcome. All is also rather quiet concerning the future publication of our company magazine, the Master Mariner. The good news is that we will resume our regular Branch Court and monthly general meetings next Wednesday 29th July at the Largs Pier Hotel as per usual, and it would help if you could let Ian know if you plan on attending, as there may be limits in place due to our rapidly changing Covid 19 regulations.

Back on the farm, there has still not been sufficient rain to produce enough run-off to fill the dams, and the creek is still not flowing, but the grass is flourishing and at least the sheep are well fed. All in all, things could be a lot worse.

Stay safe

Happy Sailing

Bob W (SABM)

In this issue

Höegh Xiamen declared a constructive total loss	2
Container ship collides with Kiel Canal lock gate	2/3
US hardens stance against China's South China Sea claims	3
China Merchants cosy up to Thessaloniki Port	4
Is Hambantota a pawn in the new political order	4/5
Abandoned crew scrawl their plight on ship's hull	5
Shipping reaction to Japan's decision to shut 100 coal power plants	6
Loss of HM Transport <i>Lancastria</i>	7
Don't blame the weather and <i>ALP England</i>	8
50th anniversary of the exploding whale	8
Scientists explain the magnetic pole's wanderings	9/10
One and a half minute Law	10

Branch members only

26/03/20 Branch Meeting Minutes	11
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**The Next Branch meeting will be held at
The Largs Pier Hotel. 198 The Esplanade, Largs Bay,
On Wednesday, 29th July 2020, at 1145 for 1200.
Please confirm your attendance at the lunch
or register your apology before
1200 on Monday, 27th July 2020 with
Bob Westley (0427 644 947)
Ian Dickson (0418 807 788)**



The Company of Master Mariners of Australia Ltd. is a Company established to promote and further the efficiency of the Sea Service generally, and uphold the Status, Dignity and Prestige of Master Mariners in particular.

Höegh Xiamen Declared a Total Loss After Fire in Jacksonville

July 3, 2020 by Mike Schuler

The car carrier *Höegh Xiamen* has been declared a total loss following a fire that broke out onboard last month in Jacksonville, Florida, its owner announced on Friday.



Photo: Jacksonville Fire and Rescue Department.

Norway-based Ocean Yield ASA said it expects to receive insurance proceeds in Q3 2020 of about USD 26 million, which is close to the book value of the vessel. Net cash proceeds after repayment of debt related to the vessel will be about \$8 million, it said.

The *Höegh Xiamen* is owned by Ocean Yield and was employed on a bareboat contract to Höegh Autoliners.

The fire on the *Höegh Xiamen* broke out shortly after completing loading vehicles at JAXPORT's Blount Island Marine Terminal on June 4. The fire resulted in an explosion which injured nine fire fighters, including two with serious burn injuries. The fire burned for eight days before it was extinguished.

All 21 crew members were uninjured in the fire.

As of June 22, five of the injured firefighters were still recovering, JAXPORT said in a statement.

The 4,900 ceu capacity *Höegh Xiamen* is registered in Norway and was built in 2010.

Höegh Autoliners said the vessel was commercially operated by Grimaldi Deepsea S.p.A. on a service connecting East Asia with North America and the Caribbean via the Panama Canal.

Source: gCaptain 200703

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Collision of container ship *Akacia* with Kiel Canal Neue Südschleuse lock gate, 19/02/2018.

Events leading to the collision

On 19 February 2018, the Portuguese-flagged container ship *Akacia* was *en-route* from Bremerhaven to St Petersburg, and preparing to enter the Neue Südschleuse lock at midnight in order to exit the Kiel Canal.

The bridge was sufficiently manned for the manoeuvre and a pilot was onboard to advise the master, while a canal helmsman steered the ship. The pilot and helmsman were familiar with the ship as it is a type that often transits the canal.

After a prescribed astern manoeuvre using the controllable pitch propeller (CPP) system, the *Akacia* would be put on a course for entry into the lock. CPP systems allow a ship's speed or direction to be altered by adjusting the pitch of the propeller blades while the main engine keeps a constant speed. The pilot set the CPP to astern and told the master that the pitch was working. According to the pilot, the pitch instruction was astern with 30% to 40% pitch. The reduction in speed resulted in the ship starting to veer slightly to starboard. The pilot set the pitch to zero and then to 20% ahead to help the canal helmsman with steering. When the ship returned to the canal course, the pilot set the pitch to 40% astern again.

The pilot was about to report the astern manoeuvre to the lockmaster when he noticed that the ship's speed was increasing. His visual impression was confirmed by the display of the speed on the radar unit. He checked the display for the actual pitch, which was now set to 100% in the direction ahead.

Alarm sounds as speed picks up.

The pilot pointed out to the master that something was wrong and advised him that the speed of the ship was increasing, beyond 7 knots. A continuous audible alarm was then heard on the bridge.

The master tried, unsuccessfully, to cancel the given pitch by setting the control lever back to astern. He then pressed the button to enable the backup control. Although the illuminated push button indicated it was enabled, the master could not adjust the pitch using the 'Pitch Astern' push button, which was intended for that purpose.

The speed of the ship continued to increase. The pilot called the lockmaster on VHF to notify him that they had a problem. As the master's efforts to regain control of the CPP system were unsuccessful, the pilot suggested to the master that they drop both anchors quickly. However, this action – along with a main engine emergency stop – failed to lead to any significant reduction in the ship's speed.

High-speed impact

The lock gate was hit by the 149m, 11,000 grt, vessel at high speed. The *Akacia*'s fore section broke through the gate and its bow sustained heavy damage in the process.

After the collision, crew members were sent to the fore section to check the extent of the damage. The bow thruster room was filled with water, and the forepeak was also slowly filling.

Lines were deployed on both sides of the ship to stabilise the *Akacia*'s position. It was later pulled out of the dock and towed to a berth.

The damaged lock gate had to be dismantled and removed, and a replacement gate installed. There was, thankfully, no loss of life or any injuries, and no water pollution.

Accident investigators arrived at the ship the next morning.

Investigation

The *Akacia* was visited several times by the investigation team who carried out enquiries from a number of perspectives and completed a series of interviews with the crew.

Information from an analysis of the ship's S-VDR G4 simplified voyage data recorder (VDR) was gathered, but the recordings did not contain any information about the rate of speed selected on the CPP system or the pitch of the propeller blades.

The vessel was eventually moved to a dry dock in Hamburg for survey, which revealed damage sustained to the propeller blades and inside the propeller hub, caused by earlier contact with an unknown solid object at an unknown time.

Fragments created by the damage had travelled through the CPP system's hydraulics, and one of the fragments had blocked the proportional valve – a mechanism that would have been needed to adjust the pitch of the propellers at the moment the entire system failed.

Conclusions

The investigation team concluded that whilst in the proportional valve, the fragment had caused the piston to be locked in the position 'adjustment of pitch in the direction ahead'.

As a result, the hydraulic oil flow could not be interrupted when the position required by the pilot was reached – causing the propeller blades to adjust to a maximum 110% position in the direction ahead.

The report points out that the crew could never have predicted the event and would not have been able to identify it. They had, understandably, been surprised when the accident happened.

The blockage of the proportional valve was not removed by switching to backup mode and could not have been removed by switching to emergency operation.

Having said that, the investigators say they assume the crew did not switch to emergency operation – although switching over to the engine room would not have changed things.

The investigators believe that the eventual removal of the blockage happened by chance, possibly in connection with the high oil pressure in the system, which resulted in the fragment being flushed out a short time afterwards.

The *Akacia* is now back in service.

(with thanks to the IMarEST Marine Professional magazine)

Source: *Flashlight 211*

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U.S. Hardens Stance Against China's 'Completely Unlawful' South China Sea Claims

WASHINGTON, July 13, 2020 by Reuters

The United States on Monday hardened its rejection of China's disputed claims to offshore resources in most of the South China Sea, calling them "completely unlawful," in a statement that will further sour the already-fraught ties between the world's largest two economies.



Japan Maritime Self-Defense Force training ships JS Kashima and JS Shimayuki conduct a passing exercise (PASSEX) with Nimitz-class nuclear-powered aircraft carrier USS Ronald Reagan in the South China Sea, July 7, 2020. Picture taken July 7, 2020. U.S. Navy/Handout via REUTERS

"We are making clear: Beijing's claims to offshore resources across most of the South China Sea are completely unlawful, as is its campaign of bullying to control them," U.S. Secretary of State Mike Pompeo, a prominent China hawk within the Trump administration, said in a statement.

The United States has long opposed China's expansive territorial claims on the South China Sea, even sending U.S. warships regularly through the strategic waterway to demonstrate freedom of navigation there.

The relationship between the United States and China has grown increasingly tense over the past six months over Beijing's handling of the coronavirus pandemic, its tightened grip on Hong Kong and its crackdown on China's Uighur Muslim community.

China has overlapping claims in the energy-rich South China Sea, through which some \$3 trillion of trade passes a year with the Philippines, Brunei, Vietnam, Malaysia and Taiwan. Beijing has built bases atop atolls in the region but says its intentions are peaceful. (Reporting by Humeyra

Pamuk, Arshad Mohammed and Daphne Psaedakis; Editing by Leslie Adler)

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Source: *gCaptain 200714*

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Motivational miscellany from Paul Dixon.

"The significant problems we face cannot be solved at the same level of thinking we were at when we created them." - Albert Einstein

Ever stop to think, and forget to start again?

A conclusion is simply the place where you got tired of thinking.

I don't have a solution, but I admire the problem.

China Merchants cosy up to Thessaloniki port

Sam Chambers July 14, 2020

Chinese state-owned maritime conglomerates are exerting ever greater influence over the Greek ports scene. With Cosco controlling Piraeus, Greece's largest port, China's other government-backed ports giant, China Merchants Port Holdings, is making moves on Thessaloniki, the Mediterranean nation's number two port.



Thessaloniki Port Authority has signed a cooperation agreement with China Merchants Port Holdings to use the Chinese company's container terminal operating system. China Merchants has also agreed to promote Thessaloniki as a gateway port for Chinese clients into Europe.

Thessaloniki port, which was acquired by a German-led consortium in 2018, is developing its container terminal so that it can handle 24,000 teu ships.

The managing director of China Merchants Port Holdings, Dr Bai Jingtao, commented yesterday: "The port of Thessaloniki has a long history, outstanding location and shipping advantages. It is not only the main import and export gateway in northern Greece, but also an important channel and logistics hub linking Europe and Asia. We believe that this successful cooperation is not limited to a system marching overseas in Europe, but also a promotion of the two parties in the port areas of Europe and Asia, which can be recognised as another success and practice of the initiative of Belt and Road".

Source: gCaptain 200714

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Is Hambantota an unwitting pawn in the new political order?



Andre Wheeler July 2, 2020

It was recently announced by China Merchants Port Holdings (CMPH) that it was transferring 23.5% of its 85% shareholding of the Hambantota Industrial Port Group (HIPG).



There are several interesting nuances to this arrangement, particularly as Hambantota has been showcased as the epitome of China's debt diplomacy. Whilst an analysis of the Hambantota deal in 2017 suggests that there is no debt diplomacy conspiracy in play, this new ownership arrangement suggests/indicates a shift in the geopolitical makeup of Sri Lanka's role in the Belt and Road Initiative. As a reminder, the 2017 deal with China created two companies, with CMPH controlling 85% of HIPG that is responsible for the commercial operations of the port. The second company in which the Sri Lankan government owns 51% ensures that the Sri Lankan Port Authority retains security control over the port.

It is noteworthy that the transfer of the shareholding was to Fujian Maritime Silk Road Investment and Management Group. Strategically, this will give direct access to the Port of Xiamen. Whilst Xiamen is an attractive sister city as it is one of the earliest established Special Economic Zones that has undergone significant upgrades in recent times, it does present challenges when seen in the context of defence capability.

From a purely trade perspective, it does open trade and access opportunities to Chinese hinterland markets as well as Far East markets of Japan and South Korea. However, with this opportunity comes risk to Sri Lanka. Whilst this pairing of the two ports is an important gateway, it does have the potential for Xiamen to be used as an intercept trade port. This is particularly true when seen in the context of cargo and trade flows between Sri Lanka and the markets of South Korea and Japan. Consider the current motor vehicle transshipment arrangements struck between HIPG and the likes of NYK. In future settings, it is feasible that these transshipment arrangements shift from Hambantota to Xiamen once the geopolitical arena is settled.

Taking a defence capability framework, the rising geopolitical tensions in the region have stretched Chinese resources and limited its ability to engage with all conflict interfaces. Whilst these tensions require a realignment of resources, Xiamen is in a critical location with regards the One China policy, due to its proximity to Taiwan. As the Covid-19 pandemic sweeps the globe, Taiwan is emerging more confident to state its case internationally, with several countries now challenging China's claims of a One China with two systems. The Taiwan Straits is emerging as the next regional military flashpoint for China. With Chinese military resources stretched across the region, it would make any intervention in Taiwan very difficult, particularly should Taiwan declare independence.

Compounding the issue is the slowdown of China's economy and potential monetary catastrophe associated with 60% of BRI projects stalled or slowing. These projects carry large financial debt and exposes China to significant cash and foreign reserve restrictions. The dilemma is being played out within the CCP hierarchy as it attempts to separate economic activity from the current geo-politics malaise. Essentially there is a recognition that China needs economic activity and trade to restore domestic

confidence, and Xiamen, as a port and a special economic zone, plays an important role. However, trying to balance economic realities with strategic intent requires a realignment of capability such that both the military presence and ongoing trade are catered for. It is therefore likely that Hambantota is part of China's redundancy planning. In the short term it will benefit from increased cargo flows, as it steps into the breach to offset Xiamen's transfer of port capability to defence to keep China's wheels of trade turning. However, the risks mentioned early on will come into play once the region settles down.

It is also worth noting that this changed share ownership comes at a time when the Sri Lankan government is considering rejecting the US's Millennium Challenge Corporation's \$480m grants offer. The panel assessing the proposal found that it was detrimental to Sri Lanka's sovereignty, particularly with regards social, economic, and political freedoms. Whilst some reports say that the proposal has been rejected, the truth of the matter is that it is up for final consideration in August. It is suggested that the required changes to the proposal will be made and that it will be signed off, with funds being used for Colombo Port supporting infrastructure. Did this affect CMPH's decision making, seeing that Sri Lanka is now taking a more critical evaluation of foreign investment contracts?

Essentially, the new Sri Lanka / China Hambantota share ownership structure raises Sri Lanka's strategic profile within the BRI. The question is whether this will be in Sri Lanka's long-term interest.

Source: *Splash247 200702*

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Abandoned crew scrawl their desperate plight along ship's hull

Jason Jiang July 13, 2020

Twelve crewmembers onboard the 1985-built 5,500 dwt oil tanker *Viet Tin 01* are desperately looking for help as the vessel has been stranded in Malaysian waters since mid-March and they are running out of food and supplies.

The seafarers onboard the vessel wrote "Help us. No food. No salary" on the hull of the vessel in an effort to seek help and they have also sent out a distress call through a mobile app used by seafarers globally.



Photo: NUSPM

In response to the distress call, the National Union of Seafarers Peninsular Malaysia's (NUSPM) immediately provided food and essential supplies to the ship and have been coordinating with the Vietnamese government to repatriate the seafarers.

According to NUSPM, the union has arranged a visit onboard the vessel and learnt that the vessel was abandoned by its owner and it didn't have fuel left, which led to terrible living conditions including blackouts and unbearable heat, while the crewmembers didn't have enough money to hire a boat to go ashore to purchase food supplies. Additionally, the vessel is posing a navigational hazard.

"While NUSPM tries to establish contact with the vessel owner, who has clearly abandoned his responsibility for the wellbeing of their crew and the vessel, we want the Vietnamese government to exercise its responsibilities as a signatory to the Maritime Labour Convention

(MLC) which requires minimum standards to be provided to seafarers, and, should the owner fail to do so, the government should be able to access funds from the ship owner's contribution to the Protection and Indemnity (P&I club) coverage," NUSPM said in a release.

NUSPM has asked the Vietnam Maritime Administration and the Vietnamese embassy in Malaysia to ensure all back wages are paid to the seafarers immediately.

Currently the embassy of Vietnam in Malaysia is trying to find a solution to repatriate the 12 crewmembers.

Ship registration information shows the vessel is owned by Viet Trust Shipping, which owns a fleet of 2 small tankers.

Source: *Splash247 200713*

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Miscellany

*'There is a tide in the affairs of men,
Which, taken at the flood,
Leads on to fortune;
Omitted, all the voyage of their life
Is bound in shallows and in miseries.
On such a full sea are we now afloat,
And we must take the current when it serves,
Or lose our ventures.*

William Shakespeare, 'Julius Caesar', Act 4, Scene 3
(Sea of Gold)

*"For whosoever commands the sea commands the trade;
whosoever commands the trade of the world commands the riches of the world,
and consequently, the world itself."*

Sir Walter Raleigh
(Dark Ocean)

Source: *Maritime Advocate 756*

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Shipping reacts to Japan's decision to shut 100 coal power plants



Sam Chambers July 3, 2020

News yesterday that the Japanese government is looking to shut 100 out of its 140 remaining coal-fired power stations has received a mixed reaction from shipping analysts.



Japan is to target the most inefficient 100 coal power plants for closure in the coming decade. The country relies on coal for nearly one third of its energy and it remains one of the most important destinations for coal seaborne trade. Japan is the world's third largest coal importer after India and China.

While coal is not going away for now, makeup of the ships that carry the commodity is changing

The Asian nation's decision to cut its reliance on coal comes as Europe is also significantly weening itself off the polluting raw material. Moreover, coal use this year around the world has dropped noticeably, thanks to the spread of the coronavirus pandemic. Seaborne thermal coal trade has slipped back to 2018 levels, sliding 7% in the first five months of the year.

"Overall, the global demand picture for coal is far from positive, as more environmentally friendly energy sources like natural gas and renewables continue to make inroads, especially in Western countries," commented Ralph Leszczynski, global head of research at Banchemo Costa.

Coal imports in Europe have collapsed of late. In 2019 they were down by 14% year-on-year, and in the first five months of this year they were down by 43%.

Nick Ristic, a dry bulk researcher at Braemar ACM, suggested the immediate repercussions from Tokyo's decision to shun coal would not be too dramatic as it would have already been factored into shipping contracts.

With much of the Japanese coal trade done on dedicated ships, Ristic reckoned the shutdown of the older power plants is already incorporated into their contracts, suggesting there will be a gradual phase-out in place for around 60 ships.

"Longer term, we're not bullish on total seaborne coal volumes, but at the same time we're not expecting their complete demise any time soon," Ristic told *Splash* today. Out to 2024, Braemar ACM is forecasting total coal volumes to gradually edge downwards, but there are a few different regional patterns emerging.

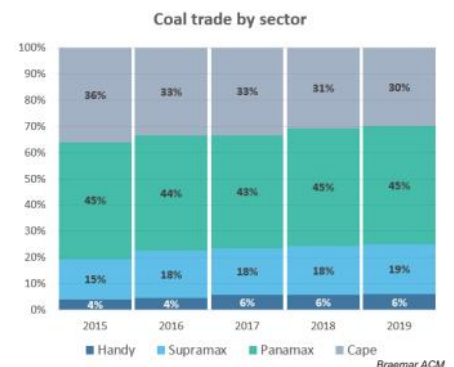
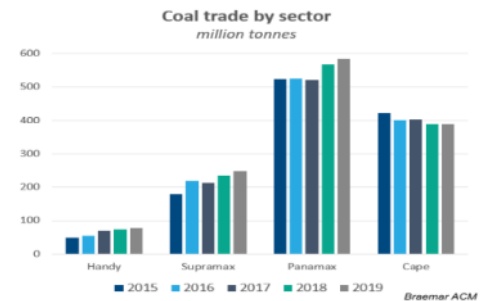
While Europe is slashing its use of coal, much of South and Southeast Asia is building many new coal power plants.

Ristic said that while coal is not going away for now, makeup of the ships that carry the commodity is changing. The cape trades in the North Atlantic and Europe are on the decline, while the geared trades focusing on the Middle East, South and Southeast Asia are making gains, part of a longer term trend Braemar ACM has detected in recent years. Since 2015, handies and supras have gone from carrying 19% to 25% of coal trade, at the expense of capes.

"Part of this is down to a lack of requirements at these utilities for huge cape stems, or the inability to get credit or insure them," Ristic explained.

Mark Williams, managing director of UK-based consultancy, Shipping Strategy, forecast that coal shipments around the world will continue to fall as environmental policies tighten and renewables become price competitive with fossil fuels.

Williams predicted a 10% fall in global thermal coal shipments in the coming 10 years, but weighted toward the later years.



Miscellany

An English professor wrote the words, "a woman without her man is nothing" on the blackboard and directed the students to punctuate it correctly.

The men wrote: "A woman, without her man, is nothing."

The women wrote: "A woman: without her, man is nothing."

Perspective is everything!

And finally, did you hear about the dyslexic, agnostic, insomniac?

He lay awake all night wondering if there was a dog.

Loss of HM Transport *Lancastria*

The loss of the Cunard passenger liner *RMS Lancastria* is the greatest maritime tragedy in history of the United Kingdom, but, even to this day, few know of it.



Lancastria, 66,243 gross tons, which was completed in 1922 by Beardmore & Co, Dalmuir, Glasgow, had a largely uneventful career on the North Atlantic routes from the UK to North America. Described as a beautiful ship, a sentiment that few would argue against, she carried 265 1st class, 359 2nd class, 1,200 3rd class passengers and a crew of around 300.

Soon after the outbreak of World War II, *Lancastria* was requisitioned as a troopship and stripped of many of her fittings ready for her new role. Still classified as a merchant vessel, she retained her MN crew and remained under Cunard's

management. In May 1940 she participated in the evacuation of allied troops from Narvik in Norway.

Following the evacuation of British and allied troops from Dunkirk, also in May 1940, large numbers of the British Expeditionary Force (BEF) remained behind in France. As the country was further overrun, they, alongside French and other allied servicemen, plus ex-patriot civilian refugees, were pushed west to various ports in Brittany. A large-scale rescue operation, involving merchant vessels and naval escorts, was mounted to bring them home. One of the ports was St Nazaire on the estuary of the Loire River, and it was here that *Lancastria* arrived on 16th June. She anchored offshore where she began embarking the evacuees. With the Germans closing in on the port and the scale of numbers, it meant that there was no time to take a passenger manifest. Because their plight was desperate, a decision was taken to simply embark as many people as possible.

By early afternoon on 17th June the ship had taken aboard all she could and was ready for sea with, it was then estimated, over 5,500 passengers aboard plus her crew. Some believe the truer figure was between 8,000 and 9,000. At 1350 the Orient Line *Oronsay*, anchored close by, was attacked by German bombers, set on fire and her bridge was severely damaged (fortunately she was saved, later to make her escape). The Navy recommended, to *Lancastria*'s master, Captain Rudolph Sharp, that he proceed immediately to sea but without an escort. Fearing there were U-boats in the area, he understandably declined. At 1550 *Lancastria* was hit by three, possibly four, bombs from Junkers Ju 88 bombers. It is possible that one bomb went down the funnel, whilst others broached numbers 2, 3 and 4 holds and ruptured a fuel tank. The ship initially lurched to starboard but, when men moved to the port side, she returned to the upright, before listing rapidly to port. Although she had 16 lifeboats, many were damaged by the explosions, or during the launch, which killed or injured many of their passengers, primarily women and children who were made a priority. Large numbers of men dived into the water, only to be killed or hurt by falling onto the hull, or debris, or breaking their necks in the lifejackets as they hit the water. As she rolled over, some scrambled on to the bottom plates. In a little over 20 minutes *Lancastria* slid below the waves. The ship was 7 miles out to sea. Many in the water drowned, died from ingesting fuel oil, or of hypothermia. A number of ships were able to pick up survivors whilst fighting off further attacks from the air.

Of all those aboard there were only 2,477 survivors, but sadly the death toll will always remain unknown. Estimates vary from around 3,000 to as many as 6,500. In any event it is now widely accepted that it exceeded 5,000. The *Lancastria* Association, which is still active today, includes a few remaining survivors as well as descendants of some of those lost. It has recorded 1,738 names of those who perished. Captain Sharp was among the survivors but was killed, on 12th September 1942, when another Cunarder, the *Laconia*, was sunk off West Africa, again with large loss of life. He was known as a man who abhorred war and was deeply affected by the loss of *Lancastria*. The story goes that when his chief officer reported that all *Laconia*'s survivors had left the ship, he thanked him, poured a large whiskey, closed his cabin door and went down with the ship.

Prime Minister Churchill suppressed the news of *Lancastria* which came at a very black time for Britain and its allies. The numbers of BEF personnel lost in the incident exceeded all of those lost in the Battle of France. As a consequence of the news blackout, very few people, to this day, know of this terrible event. To put the numbers into perspective, the loss of life aboard *Titanic* was 1,517. As far is known, globally, only one other sinking surpassed this. A German passenger vessel, *Wilhelm Gustloff*, was sunk by a Russian submarine in the Baltic on 30th January 1945, with the loss of around 9,400 passengers and crew. She had sailed from the German held Polish port of Danzig (now Gdansk), by then under siege, where she had evacuated troops and civilians ahead of the approaching Russian armies.

Source: *The Pulse* #12 200623

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Don't blame the weather and *APL England*

By Michael Grey

Michael Grey examines issues around extreme weather, container lashings and "reasonable" expectations of the vessel's master. It was once a simple, almost routine, matter. If you had suffered from heavy weather on passage, whether the ship or her cargo had been damaged, or even lost over the side, you would make the appropriate entries in the log book and on arrival at port, note protest with the notary public. You would do this even if you suspected there might be damage, thus warding off any subsequent problems.

Heavy weather was not something you could be blamed for; in some trades there was a lot of it about, although in more recent, less trusting times, there will inevitably be some blighter disputing the facts you presented and demanding weather "hindcasts", insinuating that it had not been anything like as wild as you had maintained.

That was then and this is now, and in the event that your cargo has been lost in extreme weather, the master of the ship may well end up in court facing all sorts of charges. This indeed was the fate of the master of the *APL England*, which a couple of weeks ago lost some 50 containers in a storm off the coast of New South Wales. A fair number of these ended up on the beach, and as with the current customs, all will have to be located and salvaged.

A bond of no less than A\$22m has been demanded and one doesn't suppose there will be much change after the salvage has been completed. The Australian authorities have spent the best part of a year recovering the boxes lost in an earlier incident and probably have an idea of the costs involved. The owners of the ship will also face charges.

But once again there has to be professional concern that it is once again the master of a ship who ends up facing the music after such incidents. In this recent case, the authorities discovered, when the ship arrived in Brisbane, that there were deficiencies in the lashing of the boxes and corrosion in the equipment, which would negate any protests about the extreme weather and the fearsome rolling that displaced the cargo. Case closed – there was somebody to blame and the wretched master was the person on the spot, facing everything from pollution to neglect of his duties.

Maybe you can understand the anger and frustration when coastal states have their shores despoiled in such a fashion, especially when it happens more than once and is thus surely foreseeable. There are beautiful beaches on the Dutch Wadden Sea that have containers washing up on them quite regularly. People who see container ships passing close to shore note the ludicrous height of their deck stacks and probably wonder how they are secured. And the truth is that they depend on much the same sort of lashing arrangements that they used on first generation ships half a century ago, when a two high stack was about all they could manage.

There may well be people who will suggest that the height of deck stacks is now quite ridiculous, even though well-equipped modern vessels may "rack" the first four or five boxes above deck level, before piling on another half dozen. And haven't we forgotten the old English law term "reasonable" in what might be expected of the few people aboard a modern containership? Is it reasonable to prosecute a master because he hasn't managed to inspect every single lashing lug for the onset of corrosion? The *APL England* was a modest size of vessel these days – but would the master of the 23,964 teu *HMM Algeciras*, currently the world's biggest box boat, have the same sort of obligations foisted on him? The answer is of course in the affirmative, but where is the fairness in that?

You might argue that the Australian prosecution might persuade ship operators that the present arrangements for inspection and lashing are archaic, and that they cannot treat ship and cargo safety as a sort of percentage game. But fairness, and that wonderful word "reasonable", demands that we should no longer treat the ship's people as a convenient sacrifice, should the weather cut up rough on passage.

Source : *Seatrade Maritime News*

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Approaching the 50th Anniversary of the Exploding Whale: Exploding Whale Park

Posted: 21 Jun 2020 08:54 AM PDT

Fifty years ago this November, the residents of Florence, Oregon, learned how not to dispose of a dead whale. Now, a half-century later they have named a park after that lesson. The residents have recently chosen to name a local recreational area "Exploding Whale Memorial Park."

On November 9, 1970, a 45-foot long, 8-ton whale, described variously as a grey or sperm whale, washed ashore at Florence on the central Oregon Coast. At the time, Oregon beaches were under the jurisdiction of the state's Highway Division, which, after consulting with the United States Navy, decided to remove the whale using dynamite – assuming that the resulting pieces would be small enough for scavenger animals to consume.

It turned out to be a really, really bad idea. The explosion instead spewed large chunks of decayed whale on curious bystanders and even crushed a nearby parked car. The moment was caught on video and has since been memorialized on YouTube (see below.)

The NY Times reports that the park opened last May with a temporary name. The city asked residents for suggestions for a permanent title, later narrowing those to a few in an online survey.

More than half of the final tally — 439 out of 856 responses — voted for "Exploding Whale Memorial Park."

The post Approaching the 50th Anniversary of the Exploding Whale — Exploding Whale Park appeared first on Old Salt Blog.

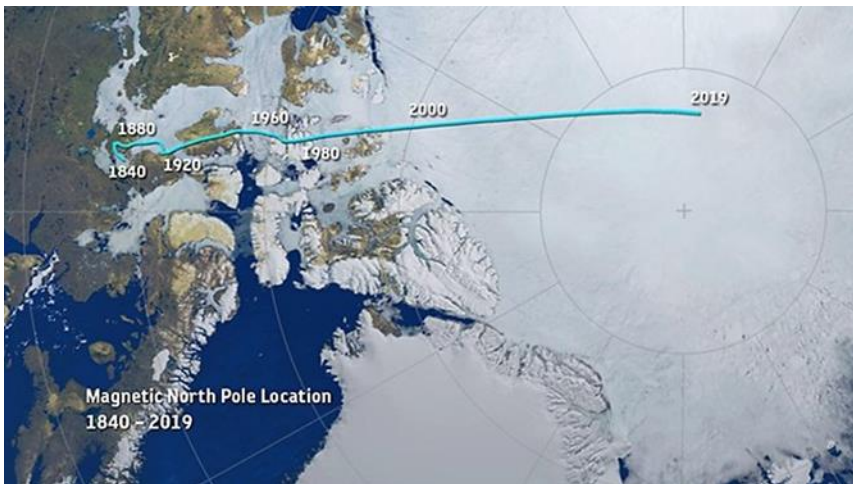
<http://www.oldsaltblog.com/2020/06/approaching-the-50th-anniversary-of-the-exploding-whaleexploding-whale-park/>

Scientists explain magnetic pole's wanderings

By Jonathan Amos BBC Science Correspondent

6 May 2020

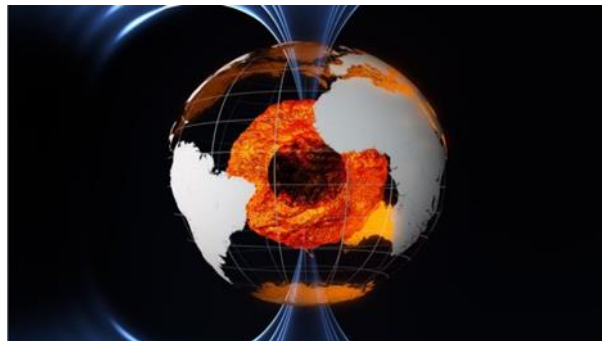
European scientists think they can now describe with confidence what's driving the drift of the North Magnetic Pole.



The North Magnetic Pole has moved rapidly in recent years away from Canada towards Russia.

under Siberia," explained Dr Phil Livermore.

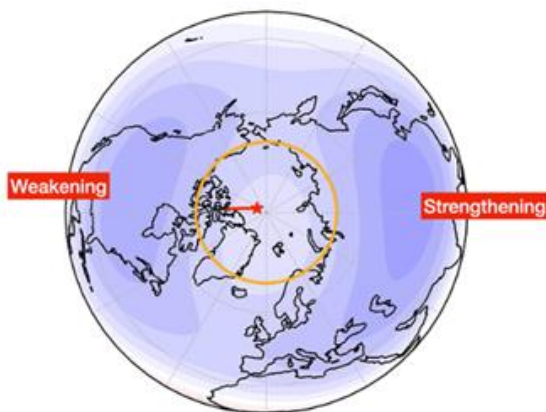
"This is why the North Pole has left its historic position over the Canadian Arctic and crossed over the International Date Line. Northern Russia is winning the 'tug of war', if you like," he told BBC News.



Earth's magnetic field is generated in its fluid outer core
Image copyright ESA/Image

of the geographic pole.

Using data from satellites that have measured the evolving shape of Earth's magnetic field over the past 20 years, Dr Livermore and colleagues have attempted to model the North Magnetic Pole's wanderings.



Regions of negative magnetic flux have been in a "tug of war"
Image copyright P.LIVERMORE

ing 50-60km a year.

"Whether or not it will move back again in the future is anyone's guess," the Leeds scientist told BBC News.

It's shifted in recent years away from Canada towards Siberia.

And this rapid movement has required more frequent updates to navigation systems, including those that operate the mapping functions in smartphones.

A team, led from Leeds University, says the behaviour is explained by the competition of two magnetic "blobs" on the edge of the Earth's outer core.

Changes in the flow of molten material in the planet's interior have altered the strength of the above regions of negative magnetic flux.

"This change in the pattern of flow has weakened the patch under Canada and ever so slightly increased the strength of the patch

Earth has three poles at the top of the planet. A geographic pole which is where the planet's rotation axis intersects the surface. The geomagnetic pole is the location which best fits a classic dipole (its position alters little). And then there is the North Magnetic, or dip, Pole, which is where field lines are perpendicular to the surface.

It is this third pole that has been doing all the movement. When first identified by explorer James Clark Ross in the 1830s, it was in Canada's Nunavut territory.

Back then it didn't wander very far, very fast. But in the 1990s, it took off, racing to ever higher latitudes and crossing the date line in late 2017. In the process, it came to within just a few hundred kilometres

Two years ago when they first presented their ideas at the American Geophysical Union meeting in Washington DC, they suggested there might be a connection with a **westward-accelerating jet of molten material in the outer core**. But the models were a complex fit and the team has now revised its assessment to align with a different flow regime.

"The jet is tied to quite high northern latitudes, and the alteration in the flow in the outer core that's responsible for the change in the position of the pole is actually further south," Dr Livermore said.

"There's also a timing issue. The jet acceleration occurs in the 2000s, whereas the pole acceleration begins in the 1990s."

The team's latest modelling indicates the pole will continue to move towards Russia but will in time begin to slow. At top speed, it's been making

Earth: A planet of three distinct north poles

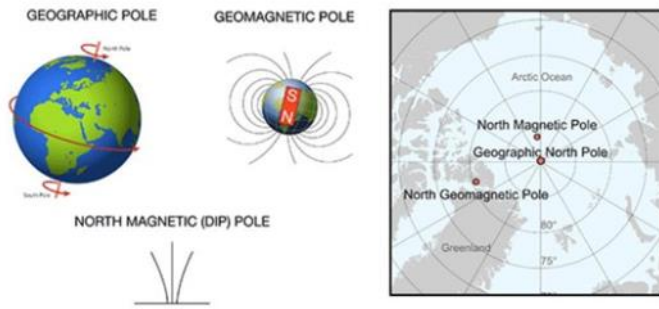


Image copyright P. LIVERMMORE/S. ZUREK - ENCYCLOPEDIA MAGNETICA

The pole's recent race across the top of the world prompted the US National Geophysical Data Center and the British Geological Survey to issue an early update to the **World Magnetic Model** last year.

This model is a representation of Earth's magnetic field across the entire globe. It is incorporated into all navigation devices, including modern smartphones, to correct for any local compass errors.

Dr Livermore and colleagues leaned heavily on the data acquired by the **European Space Agency's Swarm satellites**. The team has published its research in the journal **Nature Geoscience**.

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One-and-a-half-minute law

My name is Alexander, I am a cardiologist and a paramedic.

A very important warning for those who wake up at night to go to the bathroom...

You must be careful and use the "One-and-a-Half-minute law" which is scientifically proven. By waking up suddenly for one's physiological needs normally, we often hear that someone "was well in good health and died suddenly during the night without reason."

"The most likely reason is that when that person woke up to go to the bathroom, he/she got up from bed in a hurry, but the brain needs greater blood flow, for having rested, causing a state of fainting and that is when the stroke happens. It is recommended to learn the "One-and-a-Half-minute law" that can save your life When you wake up to go to the bathroom, you must first: Lie for 30 seconds after waking up and then sit up in bed for 30 more seconds lowering your legs quietly and sit like that for another 30 seconds " and only then get up to go to the bathroom.

With these steps the chances are gigantic to survive a sudden stroke, regardless of age...

Share with all your family and friends

Remember that you can save yours and the lives of many people sharing this information...

Prevention is better than healing:

Pressure Arterial

- ▶ 120/80 normal
- ▶ 130/85 normal (requires control)
- ▶ 140/90 high
- ▶ 150/95 very high

Heartbeat per minute

- 72 BPM (Default)
- 60 to 80 BPM (normal)
- 40 to 180 BPM (abnormal)

Compatibility of blood groups

What's your blood type and how common is it?

- O+ (1 in 3)
- A+ (1 in 3)
- B+ (1 in 12)
- Ab+ (1 in 29)
- O- (1 in 15)
- A- (1 in 16)
- B- (1 in 67)
- AB- (1 in 167)

Water effect

About the body. We know that water is important, but you never knew the right time to drink!

Did you know?

Drinking water in the correct time maximizes the effectiveness of the human body;

- 1 Glass of water after waking up, helps activate internal organs.
- 1 Glass of water 30 minutes before meal helps digestion.
- 1 Glass of water before showering helps lower blood pressure.
- 1 Glass of water Before sleeping helps to avoids stroke or heart attack.

Source: *The Pulse* #12 200623